

11-5-1986

## Avion 1986-11-05

Embry-Riddle Aeronautical University

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# AVION

An Award-Winning Collegiate Newspaper

Volume 54, Issue 9

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 5, 1986

## Former spy reveals world of intrigue

Peter N. James recalls experiences

Peter W. Merlin

Ex-spy and former aerospace engineer, author, speaker, and self-proclaimed adventurer and muckraker, Peter N. James visited the Embry-Riddle Daytona Beach campus last week.

His lecture gave the students an insightful look at the world of espionage. Topics he covered included a look at the Soviet military industrial complex, Soviet space program, international espionage, and an eye-opening study of terrorism.

James shared anecdotes of his personal experiences with the Central Intelligence Agency (CIA), U.S. Air Force Intelligence agencies, and foreign operatives. His slide show included many of his personal photographs of top Soviet scientists and engineers, KGB spies, and Russian-built submarines in Cuba.

Peter James graduated from Case Institute of Technology, Cleveland, Ohio in 1962 with physics degree. He started working for Pratt & Whitney Aircraft as a rocket engineer and the firm's foreign technology expert at Pratt & Whitney's West Palm Beach, Florida facility.

James was first approached by the CIA in 1965, while he was planning a trip to Athens, Greece to attend an international scientific conference. The CIA was interested because James, then 25, would be rubbing elbows with top scientists and engineers from the Eastern Bloc nations. With Pratt & Whitney paying his salary, he attended many such conferences where he acquired information and photographs for U.S. intelligence analysts.

While traveling to numerous exotic locations such as Belgrade, Venice, Paris, Dobrovnik, Marseilles, and Brussels, James met hundreds of high-level scientists and spies. Among the more notable ones were Academician Leonid Sedov, "Father of the Sputnik," and Soviet master spy, Nikolai Belousov.

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Although Peter James was fired from Pratt & Whitney in 1971 after making known his intentions to expose corruption he had witnessed within the U.S. military-industrial complex, he remains a strong proponent of the intelligence field. James told the Avion that "Our country needs good human intelligence experts...spies, and analysts." He feels that the intelligence community needs "people with a strong set of ethics" and not those who believe that "anything is fair game for national security." His books, *Soviet Conquest From Space* and *The Air Force Mafia* covered the issues of national security versus individual rights.

James entered the media spotlight during the mid 1970s when his revelations triggered House and Senate inquiries into questionable intelligence operations. He also cooperated with Senator Sam Ervin's Watergate Committee, Senator Frank Church's Select Committee on Intelligence, the Senate Foreign Relations Committee, and others to expose questionable government operations.

James is an avid student of the Soviet space program. The Soviet program is "conservative, methodical, and heavily funded," James said. "They rely on U.S. technology to a great extent." Soviet space doctrine concentrates on getting the job done, according to James.

During the Reagan administration, Peter James has made three trips to Cuba and two to Central America to research his newest program, *The Castro Connection*. During a recent trip to Central America he met with Nicaraguan nationalist leader Commandante Eden Pastora and his advisers.



## ERAU hosts national flight meet

By Steve Cagle  
 Avion Staff Reporter

Beginning Thursday evening and continuing through Saturday afternoon, the Embry-Riddle Precision Flight Demonstration Team will host the National Intercollegiate Flying Association (NIFA) Region IX Safety Convention (SAFECON). This marks the first time since 1976 that Riddle will host the regional contest.

Flight teams from Guilford Tech, Florida Institute of Technology, Middle Tennessee State University, Broward Community College, Miami Dade North, and Embry-Riddle will be competing against each other in flying and ground events that test student's knowledge in flight procedures, regulations, aircraft identification, as well as their flying skill.

The flying events include power on and power off precision landings in which the pilot must land as close as possible to a target line within a 300 foot long box on the runway. Two points are deducted for each foot short of the line and one point for each foot past the line. Landing outside of the box results in a disqualification.

Judges on the ground closely observe the pilots who are not allowed to deviate from a "perfect pattern." If they do, the pilots could be penalized points or disqualified from the competition. Pilots may not use maneuvers such as slips, or "playing the turn" in order to reach the mark.

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## Up, up and away...

The Brandon Balloon Festival, one of the the Florida State Fairgrounds this past largest balloon meets in the U.S. was held at weekend. See story on page six.

## Hijacking ordeal draws to a close

By Clarence Maloney

Special to the Avion

Editor's note: The story of Pan Am Flight 031 concludes with Clarence Maloney's description of the aftermath of the hijacking and some comments. The Avion wishes to thank Mr. Maloney and his daughter, Rani, for recounting his adventure.

In Karachi and Onward

About midnight we were taken from the airport to two hotels — Midway house and the Sheraton — in hotel buses. Now television

I saw many other wounded people there, some with horribly mangled feet, presumably from the hand grenades, and others with bullet wounds in the head and body. The doctors there and in other hospitals had worked through the night. Other doctors who were on the plane said later that these Pakistani doctors did an excellent job and gave them high praise for their skill and devotion to helping the wounded.

Among the 19 who died was the head stewardess, a brave

from all over the world. Newsman from many countries immediately converged on Karachi, with their television equipment and many of us gave our observations in the bright lights before leaving the city, the morning after the hijacking, a U.S. Air Force plane flew out critically wounded to Frankfurt. Pakistan and U.S. security people kept control of the ill-fated airplane throughout most of the day after the hijacking so nobody could recover any pos-

On the second day, Sept. 7, we were taken to the airport and by early afternoon the passengers who were proceeding on had recovered their possessions and completed formalities. Quite a few of the Indian passengers returned to Bombay on a special Indian Airlines flight. Some were injured, but a number of the Indians had no heart to proceed on their journey and decided to return home first. This included some university students on their first trip outside India; their families had insisted that they return home first.

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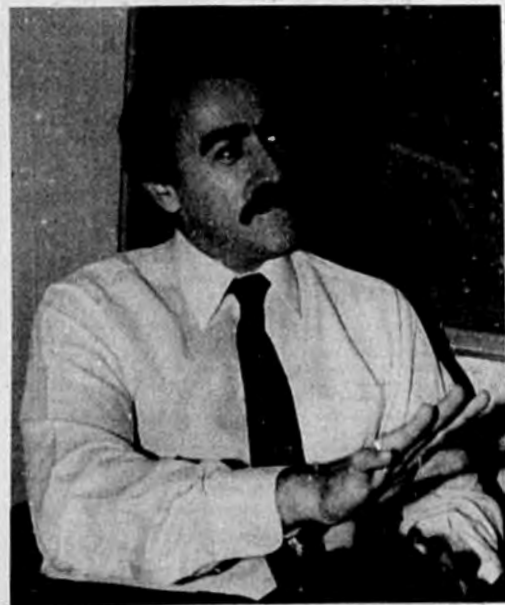
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*Avion photo by Pete Martin*

Ex-spy Peter N. James spoke on the intricacies of the espionage business. He also detailed developments in the Soviet space program, and gave his views on terrorism.



*Avion photo by Mark Oram-Montgomery*

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## In Karachi and Onward

About midnight we were taken from the airport to two hotels — Midway house and the Sheraton — in hotel buses. Now television people came and photographed us — there was a brief scene of me, which my brother in the U.S. saw, and he knew that I was safe. Pan Am arranged the hotel accommodation. That night another officer from the U.S. Consulate came and sought my observations on events. It was 3 a.m. before I managed to get to sleep.

The next morning I went down town to Jinnah Hospital, where I knew that my acquaintance, Pradip Mehendiratta, had been admitted. He was Representative of the American Institute of Indian Studies in Delhi for many years and I had come across him in the Bombay Airport lounge, traveling on the same plane. I had no idea of his condition, but found that he was all right, except for a broken foot which had been put in a cast.

I saw many other wounded people there, some with horribly mangled feet, presumably from the hand grenades, and others with bullet wounds in the head and body. The doctors there and in other hospitals had worked through the night. Other doctors who were on the plane said later that these Pakistani doctors did an excellent job and gave them high praise for their skill and devotion to helping the wounded.

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Pakistan and U.S. security people kept control of the ill-fated airplane throughout; most of the day after the hijacking so nobody could recover any posses-

**"The Hijackers accomplished nothing for their cause. In fact, none of the recent hijackings have accomplished anything that the hijackers anticipated."**

lady, and one ground security person shot at when the hijackers first appeared. About 130 were seriously wounded. Out of 389 passengers in the airplane, most escaped unhurt; it could have been worse.

I stayed in the Midway House hotel near the airport for two nights. Meals provided. The phone lines were kept busy by incoming calls inquiring of passengers' welfare, especially from Italy. The Italians had much concern about their kin on the hijacked airplane and kept the phone lines tied up for hours.

Whenever lines became free, they were occupied by newsmen

sions. But, that night, Pan Am people were able to bring out everything — hundreds of pairs of shoes, many glasses, cameras, books, cosmetics and assorted items of apparel. All these were arranged on the airport floor, some bloody and damaged. Most passengers had left their shoes in the airplane, having taken them off during the 16 hour ordeal. We had gone around the city barefoot that day, but some people bought items such as sandals and toothbrushes, or clothes if the ones they had on were too bloody. Pan Am took the unaccompanied children downtown and bought them sets of clothes.

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For those proceeding, a special Boeing 747 was ready, which Pan Am had flown in empty from Europe. It had three doctors and two medics and there were two U.S. appointed counselors for people having emotional problems. There were a number of injured on the plane, including one wounded woman in a constant state of shock.

We arrived in Frankfurt about 7 p.m. and the ambulances were ready. Those of us disembarking there were taken to a room with German cakes and coffee. I was given an escort to arrange my ticket and baggage for my flight to Munich. There were about 130 newsmen there trying to photograph and interview the disembarking passengers. The next day, I gave an interview in the ABC studios in Munich. The

See HIJACK page 13

## Editorial

## Words, words and more words

"I looked through the Avion and was compelled to get out my red pen and give it a score. As you can see, it was 33 percent (out of 100). Good Luck on the Collegiate Newspaper competition coming up!"

The quote is from a letter, written by Phyllis A. Salmons, Assistant Professor of Physics at ERAU Daytona Beach. It was received by the Avion during the last week of October and reflected her opinion of the Oct. 22, 1986 issue. Enclosed with the letter was a copy of that issue containing corrections of spelling and grammatical errors plus comments on how we can improve the quality of the Avion. While we hope that Ms. Salmons' intentions are to help the Avion and inspire the staff to improve the quality of the newspaper, it is unfortunate that her efforts have fostered, within the staff, a feeling of animosity towards her. This animosity has been formed, not by what she is doing, but by the manner in which she is doing it.

Ms. Salmons, are you really trying to "help" us, as you claim in your recent letter (see "Helper," in the Letters to the Editor section of this issue)? Your comment "Two words spelled wrong but entire paragraph sucks," in reference to a club article in the Oct. 22 issue, did not contain anything the Avion could use to improve the newspaper. If it was an attempt at levity, Ms. Salmons, you missed the mark.

We freely admit that the quality of the newspaper has dropped this last trimester. We are a young staff and our mistakes are many. While we strive for improvement we have fallen short in many areas. Nobody wants to see a perfect issue of the Avion more than the small group of students that volunteer many hours a week writing, taking pictures and laying out the newspaper. Every Wednesday we review the recently published issue and circle, cross out, scribble on and in other ways note the errors that have occurred. We find many more mistakes than our recent critics do, however it is one thing to find the mistakes, it is another to change the environment that creates them.

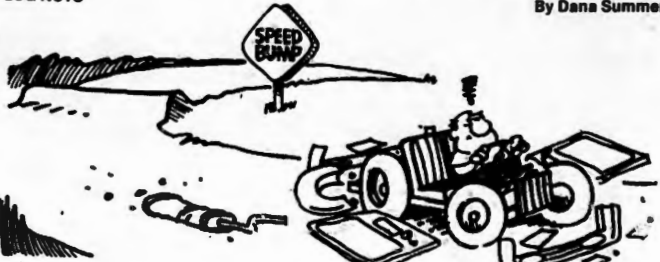
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The Management and Staff of the Avion is trying to make the best of its resources and will continue to strive to improve the newspaper. Anyone who wishes to help us in our endeavors is welcome to come to the Avion office on the second floor in the University Center and pitch in, we need the help!

## LUG NUTS



By Dana Summer

## Letters to the Editor

## HELPER

To the Editor:

I suspect the letter in the Oct. 29 edition of the Avion titled "Critical" was meant for me. Never-the-less, it certainly applies to me. In a very well written letter, you ask those of us who are displeased with the Avion and Phoenix to join the staff to become more aware of the amount of work you do.

As you realize, it is not possible for all of us to join the Avion staff. That does not mean we do not care. I have many times written letters to the Editor and the Faculty Advisor, Dr. Osterholm, about the mistakes in the Avion. Some corrections were made, apologies were given and before long everything was forgotten.

This term, however, I have decided to try to "help" the Avion in my own way. Week

be a nuisance to you at this time, but you are reacting. My criticism has not been directed at any person on the staff and is not meant to make fun of the newspaper. It is an attempt to make more people aware of what is happening and to get the Avion staff to work hard to change the frequency of spelling and grammar errors which occur all too often in a University newspaper.

Mr. Rovka, I am sure producing the Avion on a weekly basis is a hard job. But, having a hard job is not an excuse for allowing the performance to drop below a certain level. If I spend approximately two hours a week thoroughly reading the Avion, then someone on the staff could too. Each editor should double check each article, letter or ad under his area before the paper goes to print.

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## ARTWORK FLIGHT

To the Editor:

The last issue of our campus newspaper advertised a Halloween concert by featuring the most juvenile of art work I have seen in a college newspaper. I was amazed to find that this was sponsored by the ERAU Entertainment Committee.

What's even worse is that the posters of this infamously were stuck on the bathroom and hallway walls all over this campus.

I noticed in "H" building that one courageous soul had written on one of the posters, "I think this is a sexist picture." I want to personally congratulate this individual who had the guts to do this. Whoever you are I would like to say that the sentiments of many other people at this university are with you. I think you are a diamond in the

Sir, I would like to voice my opinion to Mr. Grounded (Letter to the Editor, Oct. 29 issue of the Avion) and any other student that may agree with him.

I came to ERAU in Sept. 1984 with no flight hours and the same dream for flying. Even back in 1984 there was a backlog and I was not assigned a flight instructor on the day I arrived. I was told, just like you, that I may not start until the spring. I was disappointed. But by having patience and being a little more mature than you obviously are, I soon found myself starting FA 102.

I learned very quickly that, by helping the Flight Department out with their problems (by being patient instead of complaining), made my transition from one flight course to the next very easy and quick.

In April of this year, I completed FA 315 giving me a Commercial M/E & S/E (and Instrument certificate) - 163 ERAU flight hours and 55 simulator hours. I am now enrolled in FA 400.

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Phyllis A. Salmons  
Mathematics and Physical Sciences

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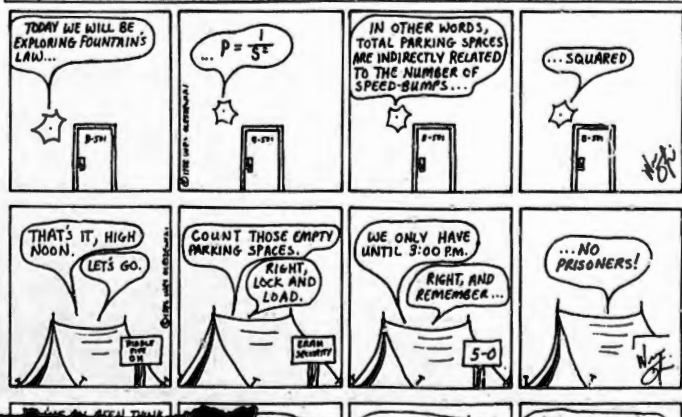
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Wes Oleszewski



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Funded by the Students of Embury-Riddle  
1984 the Avion Newspaper

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This week's staff: Steve Cagle, Pat Seipert, Ron McCann, Dabbling Harwar

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of the newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not obscene, defamatory, or libelous. Letters that contain themselves to a single topic and letters must be accompanied by the signature of the writer. Names may be withheld at the discretion of the Editor.

The Avion Editorial Board consists of Mark Stern-Montagony, Editor-In-Chief, and the following members: John Gelsy, News Editor; Peter Marlin, Space Technology Editor; Brian Nicholas, Aeronautics Editor; Rich Clarke, Photography Editor; Paul Novacek, Copy Editor; Allen Berg, Sports Editor; Bill Fisher, Production Manager; Richard Calvert, Business Manager; John Trombly, Advertising Manager; Tim V. McMillan, Distributions Editor; Rich Gray, Lab Technician; Dr. Roger Osterholm, Avion Adviser.



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students of many other people at this university are with you. I think you are a diamond in the desert and you deserve the congratulations of every person on this campus who has conquered puberty and who has the ability to know the difference between a "Cheap Trick" and the real thing.

Name withheld upon request

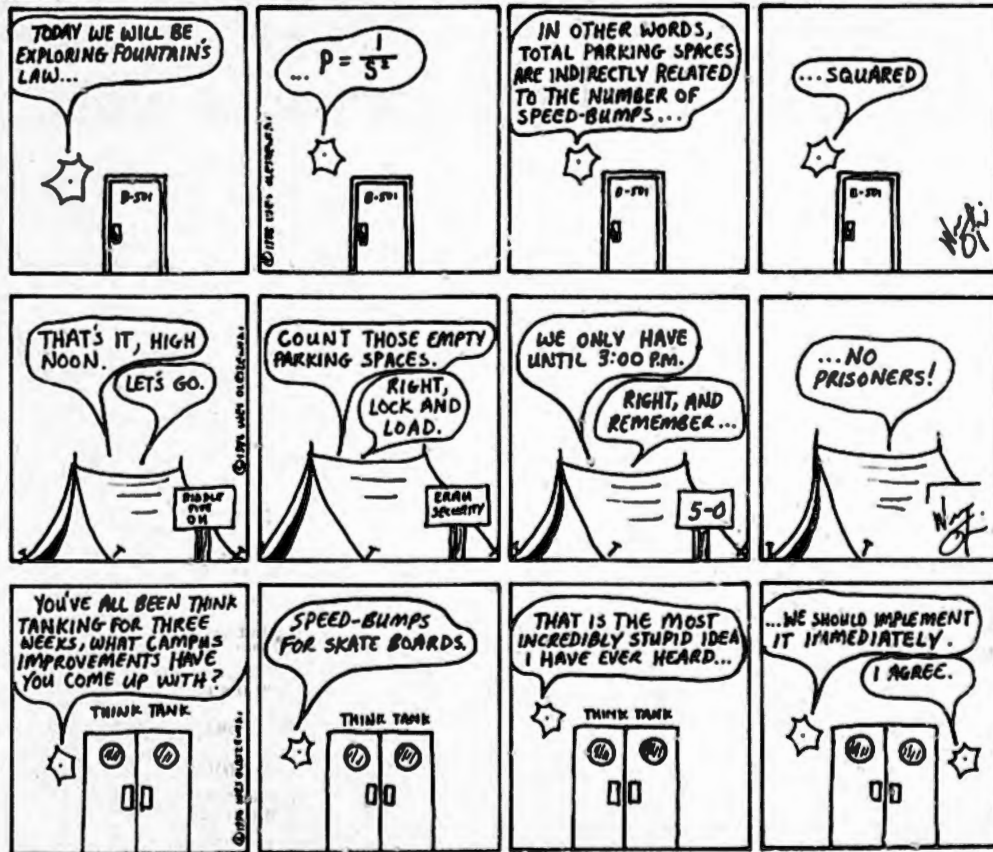
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The Avion Editorial Board members are Mark Stern-Montagny, Bill Fisher, Allen Berg, Richard Calvert, Brian Nicklas, John Getsy, Pete Merlin, and Rich Clarke.

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# Student Forum

**The Avion asks:**  
Do you find it easy to study in our library?



**Eric Williams** - "I find it easy to study in the library about fifty-percent of the time. The rest of the time it's all chatter."



**Kelly Yamashta** - "The noise isn't a problem for me, finding a seat is though."



**Jesse Wisen** - "It's hard to find a seat and it's too noisy"



**Charlie Cooper** - "No, they need to expand the library and maybe put in some group session rooms."



**Chris Seelinger** - "No, because it's too noisy and there's too many people"



**David Polachek** - "No, it's just like the U.C., it's just a place to socialize."

## BLOOM COUNTY

by Berke Breathed



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# Soviet space shuttle program progress observed at Tyuratam

Efforts include flight tests of unmanned lifting body, approach and landing tests, booster development

By Peter Marlin

Engineers in the Soviet Union are currently preparing a large space shuttle vehicle for launch from their spaceport at Tyuratam.

Facilities at Tyuratam have been recently expanded to support two orbiters, similar in size to the U.S. Space Shuttle, and the associated boosters. A French imaging satellite called SPOT revealed construction of a vehicle assembly building, booster storage facility, and a 3.5 mile long runway similar to the Shuttle Landing Facility at Kennedy Space Center, Florida.

The Soviets have developed two types of reusable shuttle vehicles. The heavy space shuttle resembles the U.S. Space Shuttle in most respects. It is slightly

smaller than its American counterpart and has its main engines mounted on the external tank. The effect of mounting the engines on the tank is a reduced orbiter weight and greater cargo capacity. This weight savings may be offset if the Soviets add two "pop out" jet engines for powered landings.

## Lifting body

A smaller vehicle, the Raketoplane or spaceplane, is also being developed by the Soviets. The spaceplane bears a close resemblance to the experimental lifting body craft which NASA flew during the 1960s and 1970s. NASA's wingless lifting body derived their aerodynamic stability and lift from the shape of the fuselage. They were used as preliminary designs for the

## Space Shuttle.

An unmanned subscale prototype of the Soviet spaceplane has flown several times. It has been launched atop a booster rocket and recovered in the Indian Ocean after reentry. Recovery operations were moved to the Black Sea after the crew of a Royal Australian Air Force P-3 Orion photographed the recovery of a spaceplane prototype.

These tests are similar to the PRIME and ASSET programs which were conducted by the United States in the 1960s. The U.S. tests also included launch and reentry of unmanned subscale lifting bodies.

NASA wind tunnel tests of a model of the Soviet spaceplane indicate that the vehicle reenters the atmosphere within its own bowshock. This has the effect of reducing the overall reentry temperatures.

U.S. Department of Defense analysts believe that the small spaceplane may have military applications.

## Heavy orbiter

Two large space shuttle vehicles have been observed at the Ramenskoye Flight Test Center east of Moscow. In 1983, the first of these vehicles was placed atop a modified Myasishiev-M4 Bison Bomber for approach and landing tests similar to those performed with the U.S. Space Shuttle Enterprise in 1977. The Soviet tests were delayed when the carrier aircraft was destroyed on reentry. Also, U.S. intelligence reports suggest that the Soviets may choose to use "slush hydrogen" instead of liquid hydrogen. The former has a denser consistency like that of snow. This would allow for a greater volume of

cone. The vertical rail of the carrier aircraft was removed to accommodate the orbiter's tailcone, and was replaced with two outboard vertical fins on the horizontal tail surfaces.

## Booster systems

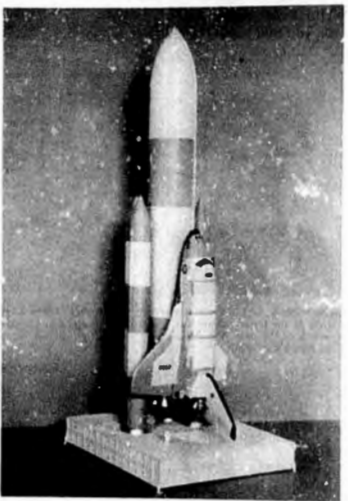
The large Soviet orbiters will be mounted piggyback on a powered external tank which is about 223 feet tall. Additional thrust will come from four strap-on liquid fuel boosters designated SL-X-16.

Liquid strap-on boosters will be safer than solid rocket boosters because they can be shut down in the event of emergency. There is no indication that the Soviets chose this system because of knowledge of design inadequacies in the U.S. Shuttle's solid rocket motors. Analysts believe the Soviets are further behind the U.S. in solid propellant technology.

The heavy Soviet orbiter has not yet been mated to a booster. An external tank has been observed mated to four strap-on boosters. The stack has been repeatedly moved to a launch pad at Tyuratam and removed, indicating problems with the system.

A few other differences between the U.S. and Soviet shuttle systems concern the external tank and main engine group.

The Soviet main engines are not reusable since they are mounted on the external tank, which is destroyed on reentry. Also, U.S. intelligence reports suggest that the Soviets may choose to use "slush hydrogen" instead of liquid hydrogen. The former has a denser consistency like that of snow. This would allow for a greater volume of



Avon photo by Peter Marlin

This model of the large Soviet space shuttle shows the spacecraft's similarity to its U.S. counterpart. Note, however, that the vehicle's main engines are mounted on the external tank, and that there are four strap-on liquid fuel boosters

hydrogen fuel to be placed in the vehicle's tanks.

Undoubtedly, the Soviets will profit from U.S. experience with the Space Transportation

System. Intelligence analysts believe that, pending further system tests, the Soviets are planning to launch their heavy shuttle in late 1986 or 1987.



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By the end of 1983, the large shuttle was once again prepared for drop tests. Modifications to the orbiter for approach and landing tests include an aerodynamic tail

and a main engine group. The Soviet main engines are not reusable since they are mounted on the external tank, which is destroyed on reentry. Also, U.S. intelligence reports suggest that the Soviets may choose to use "slush hydrogen" instead of liquid hydrogen. The former has a denser consistency like that of snow. This would allow for a greater volume of

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Tempel-2 is a short-period comet that circles the sun once every 3 1/2 years. From near the orbit of Mars out to the orbit of Jupiter. If, for some reason, the CRAF mission cannot be launched in time for the planned Tempel-2 rendezvous, other suitable target comets and asteroids have been identified.

The penetrator is a polished, spear-like projectile designed to penetrate the comet's nucleus to a depth of up to 1 meter. It

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Dr. William Quaide, Chief Scientist, Solar System Exploration Division, said, "clearly, the most exciting aspect of this mission is the penetrator package. No one has ever sent a projectile to the nucleus of a comet."

Comets are thought to be the most primitive and unaltered samples of the early solar system, and many scientists believe comets may contain remnants of the primordial matter from which the solar system formed.

The most accepted model of a comet nucleus is the "dirty snowball" model, a mixture of ice, silicate minerals and possibly metals. The ice is solid, frozen substances that usually are liquids or gases under more familiar conditions. These may include water, methane, carbon dioxide, ammonia and more exotic species.

Observations of Comet Halley earlier this year indicated that the surface of its nucleus is almost black, suggesting the presence of carbon compounds and perhaps complex organic molecules. Asteroids are small rocky objects orbiting the sun between Mars and Jupiter. They also are believed to be remnants of early solar system material, some maybe fragments of larger objects broken apart by collisions.

CRAF mission development and operations will be conducted by NASA's Jet Propulsion Laboratory, Pasadena, Calif.

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# Driving examiners hang tough

**SOUTH CHARLESTON, W.Va. (AP)** — All things considered, it isn't surprising that state police Sgt. P.E. Gylke's workplace is called a "test range" more than one aspiring motorist has hurtled across it like a missile.

A sense of adventure and a vein of humor are both essential for the brave souls who administer driving tests, says Gylke, who directs the state's 41-member civilian examiner force.

"Those barrels out there look like they've been through a war," he said, gesturing to the South Charleston test range. "Applicants are always crashing into them. They put furrows in our lawn. They drive through our hurricane fence."

Mary Toney, a white-haired grandmother who has been testing drivers for more than nine years, has seen a lot of drivers come and go some of them faster than others.

"People forget to stop," she said. "I've been through the fence five times."

One of her most memorable trips was with a foreign-born doctor. She had asked him to test the brake.

"He'd borrowed his friend's car, a beautiful new Pontiac," Toney said. "Instead of hitting the brake, he slammed on the gas. The car went halfway through the fence. The whole front end was torn up. The friend was standing there watching. I thought, 'Oh that poor, poor man!'"

Driving tester Rita Speece once took an unexpected trip up a hill with a confused pedal pusher in Ripley.

"I tried to get her to stop. She hit the gas instead of the brake and took us up a hill and over a hillside," Speece said. After a struggle for control of the car, they unashed into a telephone pole, breaking it in half.

"She begged me to pass her," Speece said. "She said she didn't drive like that all the time."

Gylke recalled a similar ride. "It was time to parallel park," he said. "She put the car in reverse and started backing in at a rather high rate of speed. Before I could get her slowed down we'd gone across the curb with all four wheels and were heading backward toward Kenna Homes."

He put a stop to the deteriorating situation 40 feet to a field.

"She put tracks in that field you could've planted a couple rows of corn in," he said. "Before I could calm her down enough to get things back on track, she put the car in drive and we were heading the other way about the same rate of speed with all four wheels across the curb again."

Gylke says he kept his composure, right up to the point where she posed the big question.

"She turned to me and said, 'Did I fail?' " He was spared the difficulty of handling the question.

See EXAMINER, page 11



## Let there be light...

This week, students may have noticed the new "planlights" amidst the construction. In actuality, the poles support the light fixtures

for Embury-Riddle's new athletic center. When the installation is complete, the university will have a genuine lighted softball field.

Staff photo by Richard Clarke

# Crops seeded from the air

**PORT HURON, Mich. (AP)** Some farmers in the Thumb area, determined to plant winter wheat on fields muddied by recent flooding in Michigan, have paid pilots to drop seed from airplanes.

"This is something brand new and we will learn a lot this year," said Thomas Kreiner, branch manager of an elevator owned by Berger & Co. in Crowell. "If the weather treats us good, I believe it will work."

Pilots are dropping wheat seed from the air on about 1,400 acres of farmland in Sanilac, Lapeer and St. Clair counties, Kreiner said.

A month of nearly daily rain in September swamped many fields,

and some farmers were trying the aerial plantings out of desperation, he said.

The seeds are being dropped by Al's Aerial Spraying of Ovid, Kreiner said. About three bushels of seeds are needed to cover an acre of farmland prepared for wheat before the September rains.

But even if they succeed, the plantings may still be too late. Winter wheat normally is planted from Sept. 15 to early October.

The aerial planting could work if the soil is wet, and tests have shown that leaves help wheat seeds dropped in soybean fields germinate, said Mark Hansen, director of the St. Clair County Cooperative Extension Service.

"But on a bare, dry field, we are not encouraging it," Hansen said. "The farmer will be taking his chances."

Farmers also are dropping wheat seeds on bean fields that were just harvested or waiting for harvest.

"Farmers are planning to wait until the ground is frozen before going in and clipping the tops of the bean plants," Kreiner said. "That way they won't disturb the wheat."

But farmers who wait on bean harvests are taking a chance on crop losses, he said, and if snow delays the bean harvest, the bean crops could be lost.

# Duster loses engine on take-off

**GLEN ALLAN, Miss. (AP)** Veteran crop duster Philip Lewis said Thursday that "falling like a rock" has taken on a whole new meaning after the engine of his plane sputtered at 100 feet, sending it crashing into a moe, a light pole and pine trees.

"My wing broke the light pole in half and a transformer on top dropped down by me in the cockpit," said an uninjured Lewis, who has been dusting crops and spreading seeds from the air for 30 years. "It was about that time that I wondered a better God was trying to tell me something."

The 5 p.m. Wednesday crash, Lewis' second of the year, occurred

red as he lifted off a small airstrip in the Mississippi Delta to spread wheat seeds on a nearby field.

"I was taking off with my first load, about 2,400 pounds, and was about 100 feet up and making my turn when the engine just quit," Lewis said. "Gosh, it felt just like a rock and was going down right at the house trailer and some houses."

"I was able to move the plane around a bit but the only thing I could do was go in at the trees and the power lines. My wing did take the kitchen area off the house trailer but thank God no one was hurt."

The only fire came from power lines that became entangled in Lewis' second of the year, occurred

his plane, a 1972 Arroyo Thrush Commander with a new engine, was a total loss. "We had just changed the plugs and everything and the engine had checked out real good," he said.

Earlier this year, he said, he got caught in a wind shear on takeoff from another Delta airstrip and "totaled the plane. The wind blew me across a ditch sideways and backwards."

He said insurance would cover his losses and that he was overhauling repairs to the house trailer.

"I've got a third plane and I'd be using it if I could," he said. "I'm not worried about going up again, I'm just thankful that no one was hurt."

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## Air events cross the state drawing all ages

By Brian Nicklas

Halloween weekend was not blessed by perfect airshow weather, but that did not stop two aerial events in Central Florida.

In Brandon, on the West side of the state, there was the Brandon Balloon Festival, while a little closer to Daytona was the Florida State Air Fair in Kissimmee. Both events are favorites with the public as well as aviation enthusiasts and have been for several years.

The Balloon Festival involved over 50 balloons, ranging from multi-colored rainbow banded designs to more sedate designs with sponsor names and logos emblazoned across their envelopes.

The competitors at the event varied as well, rookies with new "tickets" competing against veterans with not only hundreds of flights to their credit, but also

many trophies in their homes.

The Festival consisted of two types of events, Hare and Hound Races and the CNT (Convergent Navigational Task Return) event. The top finishers of the races received points and the top point team is then declared winner. With 5,000 dollars in prize money, the competitiveness displayed by the balloonists was fierce.

Although a balloon carries only two or three people, a bulky object like a balloon demands a large ground crew. The aeromats tend to be crews comprised of families, close-knit friends or both.

In addition to the balloon most teams also seem to be equipped with a stretched van and trailer in which to climb and carry the balloon. The van carries the envelope, the burner and crew while the basket is carried on the trailer. Some teams forgo the

trailer and use a tailboard at the rear of the van for the basket, while at least one team had a hydraulic shell at the rear of the vehicle which scooped up and closed around the gear, simplifying the loading process.

The weather on Saturday was not very conducive to ballooning, with fog postponing the morning races, while thunderstorms around the launch area canceled the evening flights.

While attempting to wait out the evening weather, the teams laid out their envelopes, checked and rechecked their baskets, burners and propane supplies.

The public continued to enjoy the festivities surrounding the event, which included a chili cook-off, a carnival, concerts and a craft show. At times it seemed as though most of the crowd didn't realize that hot-air balloons were present.

The Saturday morning results

had Jan Bem as the winner of the Hare and Hound event, coming 11 feet 10 1/2 inches to the target. While not as close as a skydiving competition, this was very close for a balloon, as the tenth place finisher came in a 95 feet 10 inches. The CNT winner did even better, as Rob Andersen came to two feet five and one-half inches. Tenth in this event was John Geders whose mark was 138 feet 5 1/2 inches. These numbers show how dependent the balloonists are on the wind, and how a little change can really throw them off.

The Hare and Hound race is set so that one balloon (the hare) takes off ten minutes before the rest, and tracks out a curve that hopefully the rest will have a hard time following. The rest of the aeromats give chase, and drop "beanbags" to a target that the

See EVENTS, page 10



Avion photo by Mark Storm Montague



Avion photo by Brian Nicklas

The French Connection aerobatic team performs under a low ceiling at last Sunday's State Air Fair, darting above Jim Franklin's Waco JMF-7 (top left), while in Brandon, John Geders barrel awaits inflation of its envelope before beginning another hot air adventure at the Brandon Balloon Festival (left). Out of all the Warbirds at the Florida State Air Fair, Tom Reilly's B-17 'Nine-O-Nine' drew many onlookers, who not only appreciated the quality of the restoration, but also the shade provided by the massive WWII Boeing 'Flying Fortress' bomber. Nine-O-Nine was open for tours throughout the day.



Avion photo by Mark Storm Montague

LIGHTEN UP!

Avion photo by Brian Nicklas

LIGHTEN UP!



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### 4 WEEK GROUND SCHOOL

COURSE	COST	DATES	DESCRIPTION
Private Pilot Course	\$165	Nov. 10, 12, 17, 19, 24, 26 Dec. 1, 3	Every Monday & Wednesday Evening 7 - 9 p.m.
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• Pass Your Written Before Christmas

# Riddle Students create rock band

By Paul Novacek

An encouraging event occurred this past weekend at apartment complex II. A group of students got together to watch a new student band called *Distance*.

About a month ago, four students with some musical abil-

ty and a little determination started jammin' together to break away from the rush-rush world of school. Lead vocal, Kevin Wood, along with drummer, Dave Severn, bass guitarist Eric Yoskowitz and lead guitarist Isaac Foster played about ten songs last Saturday night. A mix of their own and current popular

songs. They call themselves *Distance* which describes some of their own songs. With titles such as Long Way To Rock, Highway Run, and Death Cold Reality! *Distance* seems appropriate. Although a four member band, the leading force is Kevin Wood

"We're just jammin' a little now, with a combination of rock and reggae."

Kevin and drummer Dave Severn, looked for musicians to start a jam session. They did not plan to play for an audience but they decided to give it a try

## NIFA

(continued from page 1)

aircraft or other people on the ground. A team consisting of a pilot and a dropmaster fly a normal traffic pattern, descend to 200 feet and fly at cruise power over the airfield. The dropmaster drops two small message containers at opposite ends of the run-way.

This year, for the first time at Embry-Riddle, there will be a VFR (Visual Flight Rules) Navigation event. Staged from New Smyrna Beach Airport, the competitors have to plan a cross-country flight of 70 to 100 miles long in which they fly over checkpoints identified by latitude and longitude. The pilots are judged on how close their estimated arrival times over checkpoints are to their actual times.

The ground events include aircraft recognition and cross-country flight planning. Using the University's AST 300 flight simulator, the Simulator Event pits the pilot against himself in a flight, analyzed by a computer that deducts points for each foot of altitude, knot of airspeed, and degree of heading error the pilot is away from his assignment. In the preflight event, the students are given 15 minutes to find up to 40 discrepancies on a specially prepared aircraft.

According to Flight Team President Chuck Wyndham, the team has not been very active for several years, but last year, the team began building to become a major competitor. A greater emphasis is being placed on Embry-Riddle having a top flight team to further enhance the school's excellent reputation.

The Flight Team is made up of a competition side — which represents the University in NIFA competitions — and a non-

competition side. The non-competition side's major responsibility is to represent the University at high schools, community colleges, shopping malls, and various recruiting activities for the Admissions Department. Team members go on an average of three of these "rips each week, and their work for it. University is compensated by allowing the team to practice in Riddle aircraft.

The competition team is selected from the team's general membership by the coaching staff. Flight Training Manager Mike Wiggins is the head coach for the team and is assisted by Instructor Pilot John Statechuk. According to Wyndham, they are responsible for training and preparing the team for competition.

Joe Elm, IP, is the safety liaison officer for the team and is responsible for maintaining the Flight Team's safety records and a compilation of all the safety procedures the Flight Team adheres. Part of the competition includes a safety interview in which the teams' safety practices are examined by the judges.

Team members Colin Ascken and Doug "Sluggo" Trent noted that being on the team is like taking another Aeronautical Science course. The amount of extra studying and work involved in preparing for a flight meet can be as much as eight hours a day.

Unfortunately, due to safety concerns there will be no facilities for spectators, other than participants, at the flight events and the ground events do not lend themselves to spectator involvement. Flight Team members said that even though spectator involvement is not possible they welcome and appreciate moral support from the student body.



Members of the band *Distance* strut their stuff recently at Embry-Riddle Aeronautical University in Daytona Beach. The

band is made up of Riddle students and its members are Kevin Wood, Dave Severn, Eric Yoskowitz and Isaac Foster.

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competition represents the University in NIFA competitions — and a non-competition side which represents the student body.

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# AAAE

American Association  
of Airport Executives

By Cheryl Roy  
Publications Officer

The last meeting of the AAAE was a very interesting and informative meeting. Our speaker was Mr. Seward Ford, General Product Manager at Crouse-Hinds Lighting. He has specialized in the field of Airport Lighting for the past 24 years.

The first night landing occurred in the 1920's and Crouse-Hinds supplied the lights. Early airport lighting consisted of a bank of search lights that provided a floodlight effect. Today, Crouse-Hinds is a world leader in airport lighting. They play a major role in improving the safety and efficiency of air travel.

All of Crouse-Hinds products are FAA approved and comply with the recommended practices of ICAO. The

FAA has cooperated with Crouse-Hinds in the testing and calibration of all of their airport lighting products. The high standards are necessary to ensure energy efficiency and aviation safety.

Today, the fastest growing market is heliports, and Crouse-Hinds has participated in conjunction with the FAA in setting standards for this growing market. Each heliport and each airport is unique; therefore, the engineers and consultants of Crouse-Hinds customize the lighting system to meet the very strict standards of the FAA and ICAO and to ensure the most efficient lighting system is installed.

Seminars are sponsored by Crouse-Hinds for the users of airport lighting. The recommended use and application of lights are topics for consultants and engineers. Seminars are also given for the maintenance of the equipment.

AAAE was pleased to have members of the Florida Institute of Technology, student chapter of the AAAE and several faculty members of ICAO at our guest. Club members of the AAAE would like to extend a thanks to Mr. Seward Ford and Crouse-Hinds Lighting for the very informative presentation.

The next meeting will be held Thursday, Nov. 6 at 6 p.m. The speaker will be Mr. Bill Johnson, who is the assistant city manager of Fort Lauderdale and is the AAAE Academic Chair person. He will be giving some time to our members and will be discussing the National AAAE.

We will be touring Jacksonville Airport on Nov. 7. Details of the trip will be discussed at the meeting Thursday. If you need more information concerning the meeting or the trip, please leave a note in the AAAE box in Student Activities.

# ARMY ROTC

By Cdt. Cpt. Laura L. Skamra  
Army ROTC

Few people get the opportunity to visit this nation's capital on a first class trip, compliments of Uncle Sam. Cdt. Cpt. Anne Goughly (MS IV Distinguished Military Student) represented ERAU Army ROTC in the 1986 Annual Meeting of the Association of the United States Army (AUSA) held in Washington D.C. Oct. 12-15. Cdt. Cpt. Goughly was one of twelve cadets in the Sunshine Chapter (UCF, UNF, University of Florida, University of Miami, Stetson, USF, FSU, ERAU) that flew to the meeting in June. Ensign's U.S. Air Force C-131.

# ARMY ROTC

Army Reserve  
Officer Training Corps

The cadets arrived in Washington D.C. Sunday, Oct. 12 at 5 p.m. and toured historical sights such as the Vietnam Memorial, Lincoln Memorial, Washington Monument, the White House, and Jefferson Memorial. They returned to the Hyatt Regency where they stayed for the duration of their visit. On Monday morning, Cdt. Cpt. Goughly attended breakfast with the Sunshine Chapter and the Honorable John O. Marsh, Jr., Secretary of the Army as the speaker. Next on the agenda was a luncheon where the cadets listened to the new choral group of the Army called "EuroArmy" Europe room in which was composed of 12 enlisted men and women.

They also heard a speech given by Gen. Livsey who Cdt. Cpt. Goughly thought was very troop-oriented. Afterward, they attended the President's reception where they met John O. Marsh, Jr. and Gen. John A. Wickham, Jr. (Chief of Staff).

On Monday evening, the cadets visited the hospitality rooms where they sampled various foods and drinks. Some of the favorite rooms were the Alaskan room (with exotic foods such as reindeer, moose, bear, Alaskan king crab legs, and salmon), the Hawaiian room and the "EuroArmy" Europe room in the German section the cadets sampled beer and

gunni beans.

On Tuesday, the Sunshine Chapter cadets attended a ROTC workshop where BG Robert E. Wagner, Commanding General gave awards to cadets in recognition of their chapters. The cadets then were given some time to tour the Pentagon with Col. Ballard (retired) as the guide. In the evening there was a Florida V.I.P. reception in the Blue Room at the Shoreham Hotel. The cadets greeted everyone entering the room until Gen. Thurman gave an inspiring speech on how AUSA affected ROTC cadets. This marked the end to "EuroArmy" Europe room in the German section the cadets visited the District of Columbia.

The club viewed "The Cutting Edge," a movie about the S-3A Viking. This anti-submarine warfare (AWS) aircraft gathers

By Kelly Childs  
Club Writer

The Naval Aviation Club invited Lieutenant Scott Stanton and Lieutenant Barry Megdale, two S-3S Viking pilots, to speak during the last meeting (22 October). Both were ERAU 1981 graduates. They both went to AOCSS and did primary flight training at Whiting Field in Pensacola. From there Lieutenant Megdale went to Kingsville, TX, and Lieutenant Stanton to Beville, TX to train for jets. After they received their wings they went to San Diego. They were deployed on the U.S.S. Saratoga which cruised the Mediterranean and Indian Ocean during the Libyan crisis.

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range surveillance and intelligence collection, the S-3 Viking is equipped to use bombs, mines, and harpoon torpedoes in order to destroy the enemy. The S-3 has the longest range of any aircraft in the battleship. The S-3 can carry 15,000 lbs. of fuel on takeoff and has a maximum weight of 40,500 lbs. Unlike fighters, the S-3 crew usually goes out only once a day for three hours.

Upon departure, Lieutenant Stanton flew around the pattern, did a fly-by 250 feet above the runway going 400 MPH, and then proceeded to do an alien roll before flying north back to Cecil Field.

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By Doug Herold  
Sigma Pi Herald

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moving to Indiana and has planned a large going away party for both our chapter and chapter at Gainesville.

The regular season ended for the football last week and Sigma Pi moved into the play-offs undefeated. Our latest victory was a 13-0 triumph over the Daytona 95ers.

Shining bird...

This restored Mitchell B-20 rumbles down the taxiway at the Kissimmee airshow this past weekend. B-25's were used extensively as

bombers in WW II and it was in this type of aircraft that Doolittle's raiders executed the first attack on the Japanese homeland.

At present the club is preparing to tour the facilities at the Jacksonville Center. The tour will include observation of enroute flight control and the regional radar tracking and maintenance facilities. These field trips are beneficial in aiding the students to decide just what career path they might want to follow.

The club recently held its elections and found that Harry Nostrau was elected president, Greg Manning-Vice president, Mike Doyle as Secretary and Lisa Doyle as treasurer. The club would like to invite all avionics students to attend its meetings which are normally held on Friday afternoon.

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# Σ Π

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Pi

By Doug Herold  
Sigma Pi Herald

This past week has been another very busy week for the brothers of Sigma Pi, not so much in terms of money, but in terms of planning for future events. With Halloween on its way many of the brothers are looking forward to a return to Gainesville for a costume party with the brothers there. Others are staying right here with plans to attend the Cheap Trick concert.

The following weekend will also be busy. Our area director is

# Δ Χ

Delta  
Chi

By Chris Reilly  
Pi Chairman

Now that the term is halfway over, things are running very smoothly. Our pledge class is 21 strong. So far, they have been very active both with the brothers and on their own. They, along with the lit-study group, a social group, and \$400 within 2 weeks of car washes. Now they are working at the Ocean Center as well as featuring the girls' Brother's fundraisers go, they worked at the track for the Eastern 3 hours of Daytona. Our fundraisers look great for

# Δ Χ

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Chi

By Chris Reilly  
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the term, so keep it up! Coming up this weekend is our canoe trip and everyone knows how fun that is. For those who haven't been yet, prepare to get wet. And most important, try to keep your beer from floating away. Also some parties to look forward to are: The Luau party and our Teaser party. In last week's football game our team was victorious once more. We defeated ANP 8-0. Our traveling team is still in the top 3, and this week hockey starts. We hope those guys of training pay off

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# RIDDLE RIDERS

By Rik Fingers  
President

The Riddle Riders ventured out on a historical journey last Sunday, with many first time happenings. It was the first time our mixer with so many bikes. It was the first time that some of the club members were so anxious to go to St. Augustine, they purposefully forgot to turn their clocks back and showed up an hour early.

up the road and eat up car drivers. Her passing and cornering techniques are like nothing else. Lizard had a mechanical malfunction. Thanks to Lizard, Savage, Milkman and Mr. Clean everything was taken care of. Two Strokes had a stroke made it home.

The Friday Night Social started at the Pub, went to Ditty Harry's and ended up at Hoot n' Nanny's. This event has been a success so far. Sunday, Nov. 16 is the Third Annual Riddle Riders Road Rally. This event has been a success so far. Sunday, Nov. 16 is the Third Annual Riddle Riders Road Rally. This event has been a success so far.

course here in our community. This Sunday, Nov. 9, Mr. Chuck Speter will be instructing the Better Biking Program for all interested Riddle Riders. The lecture portion of the safety course will be this Thursday, Nov. 6 at 7 p.m. in room E-601.

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...and (BRAU) that flew to the morning in Oct. Enslin's U.S. Air Force C-131.

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moving to Indiana and has planned a large going away party for both our chapter and the chapter at Gainsville.

The regular season ended for flag football last week and Sigma Pi moves into the play-offs undefeated. Our latest victory was a 13-0 triumph over the Daytona 69ers.

Currently Sigma Pi is working on a special school calendar for next fall, featuring the girls of ERAU. If you are interested, or would like more details please contact the student activities office.

## RIDDLE RIDERS

By Rick Fingers  
President

The Riddle Riders ventured out on a historical journey last Sunday, with many first time happenings. It was the first time out this trimester with so many bikes. It was the first time that some of the club members were so anxious to go to St. Augustine, they purposely forgot to turn their clocks back and showed up an hour early.

The club has Sportsters and Interceptors and Ninja's and many more, but this was the first time a Savage rode with the pack. She was on her new Suzuki and earned her name by the way she tears

up the road and eats up car drivers. Her passing and cornering techniques are like nothing seen before. Soon Lizard will be learning a few things from her.

Sunday was also the first time the club's designated mechanic, Two Stroke, had a mechanical malfunction. Thanks to Lizard, Savage, Milkman and Mr. Clean everything was taken care of and Two Stroke's two stroke made it home.

It was decided that Mr. Clean should not be given the Missing Link Award for a mechanical problem; therefore it will be awarded to Milkman for his parking abilities.

## FLIGHT TEAM

By Emma-Jane McDonald  
Team Writer

There remains only one week until the 1986 NIFA-SAFECON regional. The Flight Team has been busy with the final preparations.

The competing members have been practicing every

afternoon and weekend with the coaches and other team members. Their long hours of hard work is sure to pay off next weekend during the meet.

A new safety officer has been appointed by the executive board. Dan Peracchio will be in charge of mak-

...Hawaitan "Hymn" and the "EurArmy" Europe room (in the German section the cadets sampled beer and

## Δ Χ Delta Chi

By Chris Reilly  
P.R. Chairman

Now that the term is halfway over, things are running very smoothly. Our pledge class is 21 strong. So far they have been very active both with the brothers and on their own. They, along with the little sisters, have raised over \$400 within 2 weeks of car washes. Now they are working at the Ocean Center at several concerts. As far as the Brother's fundraisers go, they worked at the track for the Eastern 3 hours of Daytona. Our fundraisers look great for

the term, so keep it up!

Coming up this weekend is our canoe trip and everyone knows how fun that is. For those who haven't been yet, prepare to get wet. And most important try to keep your beer from floating away. Also some parties to look forward to are: The Luau party and our Twister party.

In last weeks football game our team was victorious once more. We defeated AHP 8-0. Our bowling team is still in the top 3, and this week hockey starts. We hope those weeks of training pay off guys.

The Friday Night Social started at the Pub, went to Dirty Harry's and ended up at Hoot n' Nanny's where Milky and Lizard got into some serious pool.

Sunday, Nov. 16 is the Third Annual Riddle Riders Road Rally. This event has grown to unexpected proportions. There will be prizes donated by local dealers, safety presentations, possible static displays, a sound system and plenty of food and drink. The event is open to anyone at school or in the community. All of the funds raised will be donated to a county Youth Scholarship Fund which will pay for motorcycle riders to take a Motorcycle Foundation Safety

course here in our community. This Sunday, Nov. 9, Mr. Chuck Speiser will be instructing the Better Biking Program for all interested Riddle Riders. The lecture portion of the safety course will be this Thursday, Nov. 6 at 7 p.m. in room E-601.

Anyone interested in club membership, the safety course, Road Rally or any other upcoming events, please attend the next meeting which is Thursday, Nov. 13 at 7 p.m. in room E-601 or drop a note in the Riddle Rider's Box in the Student Activities Office.

Ride aware — show your care.

...Savages which cruised the Mediterranean and Indian Ocean during the Libyan crisis.

The club viewed "The Cutting Edge", a movie about the S-3A Viking. This anti-submarine warfare (AWS) aircraft gathers acoustical and tactical data from automated buoys in order to precisely locate any enemy submarines. The S-3's radar is capable of spotting targets smaller than a submarines periscope. In addition to long-

...Cell. For club news, the trip to the U.S.S. Saratoga of 21 October was a success. The club has a tentative date of 1 November for a club party—more information will follow. We are going to purchase a banner and we need ideas for a design. Anybody with an artistic hand or ideas please contact Bob O'Donnell. We are expecting a P-3 and its crew on 3 November, and we may have a F/A-18 on static display.

## AVIONICS Avionics Club

By Mike Diggs  
Secretary

The avionics club has been established for the '86-87 school year. The club is comprised of those students who wish to investigate aspects of the aviation electronics industry that is not yet covered in the present curriculum. The club is open to all avionics students and staff.

Recently members of the club traveled to Orlando to observe the operations of a calibrations and standards lab. The function of this lab is to set up test equipment to exacting tolerances for use in the repair of avionics and other electrical equipment.

As a social group the avionics club provides students with the opportunity to trade their knowledge and experiences with others that would like to gain the most insight into their future

careers. Several of the students in the club have been in or are presently working in the field and they relate the world happenings to the rest of the club.

At present the club is preparing to tour the facilities at the Jacksonville Center. The tour will include observation of enroute flight control and the regional radar tracking and maintenance facilities. These field trips are beneficial in aiding the students to decide just what career path they might want to follow.

The club recently held its elections and found that Harry Nostrant was elected president, Gref Manning-Vice president, Mike Diggs-Secretary and Lisa Doyle as treasurer. The club would like to invite all avionics students to attend its meetings which are normally held on Friday afternoon.

## Λ Χ Α Lambda Chi Alpha

By Mark A. Wysocki  
Club Writer

The past two weeks have been very busy for the members of Lambda Chi Alpha. Our Laser Light Night and Bowling Night were both big successes. The Lambda Chi football won against Sigma Chi and our volleyball teams are still going strong.

Congratulations to the thirteen associate members who were voted in to become brothers: John Clark, Steve

Foran, Tommy Ross, Charles Vandenbosche, Howard Mines, Dave Fulton, Doug Nelson, Michael Tayman, Todd Fonte, and Dan Bilodeau.

For anyone interested in Lambda Chi or would like to know more about our alternative to pledging, the associate member program, stop a brother in a green and gold jersey and ask us or visit one of our meetings. They're in room W-306 every Monday at 7:30 p.m.

# VETERANS Club

By Lisa Doyle  
Club Writer

We had a tremendous Halloween Bash and all were bewitched. Next on the agenda is the Christmas Extravaganza. We attempted to vote on a place to hold this event, but other possibilities arose and are being investigated. The vote will be finalized at the next meeting so please attend.

For those unfamiliar with the Christmas Party, allow me to embellish. This is a formal (well,

only in dress) affair with a sit-down dinner and drinks. The topper is the traditional gift exchange. It works like this: those interested in participating buy a generic gift, place it under the tree and receive a playing card. At the end of the evening, the playing cards are read off and when your card is called, you have the choice of selecting a gift from under the tree or you can steal a gift that someone else has chosen. This can be hysterical but also deceiving. When the last gift is distributed, everyone opens what they've chosen. This gathering is Saturday, Dec. 6, 1986.

Football? I believe the Vets lost to the Tailhookers Navy team. Eliminations start next. Good, no Great luck guys!

Since there are no other activities planned this Fall due to lack of funds, we must all join heads and decide on some fund raisers so we can...a buck to the upcoming new board. We are cutting it close.

Elections will be held Nov. 21. Anyone interested in running should contact the present board. The next meeting will be held Friday, Nov. 7 at a time and place to be announced. See you then.

## Σ Chi

By Steve Avakian  
Chapter Editor

The Brothers of Sigma Chi and the Red Cross would like to thank everyone who donated blood last week during the blood drive. Your generous gift is greatly appreciated and it will go to good use helping those who are in need.

currently working on their community project. This project is of their choice and its purpose is to enable the Pledge Brothers to get to work as a group and get to know each other better while benefiting the community at the same time.

Sigma Chi's Little Sister Program is rapidly coming to a close, and the Brothers are looking forward to installing

these fine young ladies as Little Sigmas. The installation will take place at the annual White Rose Ball to be held on Saturday, November 8. The Brothers will also pick the Sweetheart of Sigma Chi for the coming year, a way in which we honor the most outstanding Little Sigma for her dedication and service to the chapter. Good luck to all of these fine ladies.

# LETTERS

(continued from page 2)  
400 and waiting to start just like you. But I know the flight department is doing its best and I will soon be flying.

As for your complaint regarding unsafe aircraft, my suggestion is for you to refrain from speaking through the end of your body normally used for eliminating waste. You owe the maintenance department an

aircraft used for instruction maintained better than ERAU aircraft. You will also meet some of the finest instructors in the business at ERAU. Of course, these are my personal opinions. But then again, I have two years of experience here to base these opinions and my suggestions above.

If you still have the same attitude toward this institution as

maybe the flight department is right in keeping you grounded until you have grown up and can handle the responsibilities of a professional pilot.

I would also like to take this opportunity to congratulate Mr. McDuffy and the entire Flight Department for their excellence in the recent FAA inspection.

Chip Hough  
Box 4007

# ROA Reserve Officer's Association

By Jeff Silver  
Public Affairs Officer

The ROA has been quite busy the last few weeks. On the weekend of Oct. 25, the ROA set up and helped organize the senior citizen olympics at the "Casements" in Ormond Beach. It was a rewarding experience for those cadets who came out and helped make it work.

ROA cadets performed a fund raiser during the races at the speedway last Sunday. Special thanks are in order to the cadets who showed up on short notice and did a great job. The Tuesday following the races, the ROA finally had "the pizza party." After a short meeting and a death threat to Giuseppe's pizza (from our fearless leader, Ed), the pizza finally arrived. The F-15 and F-16 movies were then shown and I think everybody had a good

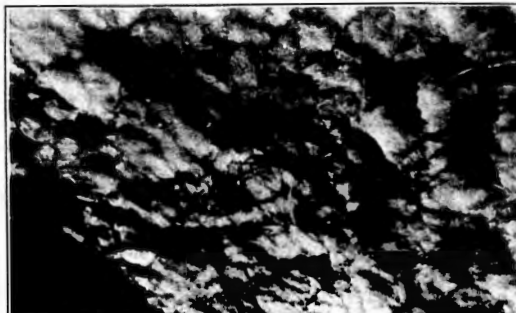
time (maybe a keg or two is in order for our next pizza party).

We have quite a few events planned for the upcoming weekends and we really need participation. Saturday, Nov. 8, at 9 a.m., the ROA is going to help out the special olympic... their bowling tournament. We will be keeping score and pinning medals on the winners. It's a great experience to help these kids out, so if you are free that Saturday please get in touch with me. Jeff Silver, box 3341, or phone 255-9547. We need your help.

On Thursday, Nov. 6, Chapter 4 of the ROA will be having a banquet. If you would like to go or just want more information, contact Ed Hemmick in the Entertainment Office. Also, the "Ultimate Game" is still set for the Nov. 16. We still need quite a few good terrorists to get out

there and mutilate group III. If you want to play, please get in touch with Bill Watson SOON!!!!

His box number is J-215. Any ROA cadets with some good ideas about future activities please contact Ed, or any other officer you see wandering aimlessly around campus. Finally, I would like to urge all ROA members to be as active on campus and in the community as possible. Remember, as a cadet, you are seeking to become an officer. One of the most important attributes of an officer is leadership ability. This isn't something you are born with, you have to go out there and learn it, practice it and live it! By becoming an active individual (not a dorm dweller who grows roots to the T.V.) you will gain the experience and wisdom you need to become a great officer. Show some spirit, be active!



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## EVENTS

(continued from page 6)

hairs has laid out. The winner is whoever comes closest to the mark.

In the Convergent Navigation Task race, the balloonists start at any point beyond a three mile radius of the target and try to drop their markers on the target. By starting at the right point, and ascending or descending to take advantage of the winds, an entrant can come very close to the center as Saturday's winner showed.

This was the first year that the event was held at the Florida State Fairgrounds, and although the weather didn't cooperate, the crowds did, so next year's Brandon Balloon Festival should be even more fun.

Over in Kissimmee at the municipal airport, the Florida State Air Fair was drawing record

crowds. This fete is almost identical to Daytona's Skyfest, but closes a little earlier for most performers.

Also more prevalent at Kissimmee are antiques and warbirds as static displays. The Boeing B-17 was a big draw in the static area, and even though the crew was charging a few dollars for a tour through the fuselage, people were lined up all day for a chance to for a crew's eye view of a "Flying Fortress". For the lover of aircraft from the "Golden Age of Aviation", there were several Waco biplanes, a replica Pietenpol Air Camper, a de Havilland Tiger Moth in warpaint and a true classic, a Beech D-17.

The Beech, popularly known as a "Staggerwing" due to the negative stagger to the upper and lower wings was subject to many admiring looks. Although the ex-



J.E. Swartzcut's Beech D-17 was prominently displayed near the flightline at the Kissimmee Air Show, and found fans among the young and old in the crowd.

ample on display at Kissimmee was 42 years old, it look as if it had just rolled out of the plant in Wichita.

When not admiring the ground-bound aircraft, viewers were entranced by performers such as the Eagles aerobatic team, Bob Hoover, Jim Franklin and Johnny Kazian, Leo Lowendlager and The French Connection.

Although most of these groups have been all over Florida and made spring visits to Daytona's Skyfest, there were a few changes to make this event memorable. The French Connection, flying CAP-10 aircraft, put on a handsome aerial ballet which kept the crowds' attention on their two nimble little ships. Bob Hoover, now under the sponsorship of Evergreen International, did not have his trusty P-51 Mustang at the Florida State Air Fair, but he

celled over the field, which forced the Thunderbirds to limit their appearance to several flat formation passes over the show area.



Richard Thompson's beautiful DH 89 Tiger Moth had an expertly restored cockpit to match the colorful military paint scheme.

## Epicure

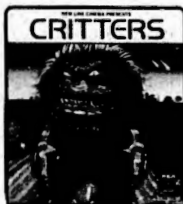
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## Foreign Students to hold event

By Helen Riger  
Assistant Director of Public Relations

In conjunction with United Nations Day, Embry-Riddle Aeronautical University's International students will host International Day on Saturday, November 8, from noon to 6 p.m. in the University Center.

A parade of nations will kick off the entertainment at 1 p.m. Many countries will be represented as they demonstrate their native costumes, flags and languages. Following the parade will be musical instrument performances, and international folk dances. If you like to travel, you can take a jungle safari trip. Also, films and slides from various countries will be shown in

the Common Purpose Room located on the first floor of the University Center.

Come "Walk Around the World" and visit the booths representing the countries of Argentina, Venezuela, Puerto Rico, Nigeria, Malaysia, Japan, Sri Lanka, Singapore, Indonesia, India, Bangladesh, Jordan, Lebanon, Kuwait, Bahrain, Saudi Arabia, West Indies, United Arab Emirates, Greece, Cyprus, Scandinavia, Colombia, Peru and the United States.

Ethnic arts and craft items such as kites, scarves, photography and drawings will be on display and available for purchase. Also, tasty foods and drinks from the foreign cultures, prepared by the students, will be

available for a nominal price at each location.

"We are looking forward to a successful International Day," said Peggy Lee, Director of Foreign Student Services. "This is a good time to promote a meaningful exchange, to broaden the community's knowledge of other cultures from around the world, and to show support for our international students," she said.

Embry-Riddle's Office of Foreign Student Services works year round with the international students and the Daytona Beach community. The department offers a speaker's bureau for schools and organizations, an emergency language bank and an international friendship exchange program.



I know its here somewhere...

Acron photo by Paul Newman

As they do every trimester, Sigma Chi sponsored a blood drive in the University Center with the Red Cross. Students volunteered to local supplies which were reportedly near minimum levels the time.

## EXAMINER

(continued from page 5)

tion one time when he failed a woman before she had even taken the test.

"When she pulled in to pull, she hit the accelerator instead of the brake and went right into the

fence," he said. "I can hear home."

Sometimes, however, it's hard for the inspectors to laugh at the comedy of errors. Elderly women in particular tug at the heartstrings when they fail, says ex-

aminer Todd Waddell.

"They all say, 'I'm only going to be driving to church and to the store, and they're both right down the street. I feel so sorry for them.'"



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**FORD WAGON** — New brakes, Michelin tires. Excellent basic transportation. A/C, engine runs on regular oil. Call Jim. \$1700 o.b.o. call 232-2277.

**'81 BUICK SKYLARK** — 3dr., 4 cyl., air, abs, no rust, very clean, runs great. \$1480 o.b.o. Linda at ext. 1880 or Jim 677-4461.

**'79 CHEVY PICK UP** — Full size, V-8, new tires, PS, PB, 63,000 original miles. New tires, runs super. \$1500 o.b.o. Linda ext. 1880 or Jim 677-4461.

**'79 FORD 3/4 TON CABO VAN** — Excellent condition. \$2800 call 232-5633.

**'75 CADILLAC CP DEVILLE** — Good original condition. No rust, white leather interior, loaded, new tires, runs good. \$2200 cash finance or accept trade for motorcycle of equal value. Call anytime after 5 p.m. 677-4561 or bus 2176.

**'81 NISSAN 200 SX** — Sport coupe, A/C, 5-speed, stereo cassette, new plastic tires, has 66,000 miles. Very good, economical car. Call 254-6716 after 10:30 p.m. only or leave message at bus 6141.

**SUPER VAN** — '79 white ford, new price, 8 drive, low mileage, full conversion with 4 cupola seats. \$2800 call 232-0499.

**ON TOYOTA** — '78 blue corolla, good condition with AC, low mileage. \$1200 call 232-0499.

**'87 JEEP CJ-5** — V-6, PS, new tires, new clutch, chrome rim, custom bumper, full stage padded rubber, fire extinguisher, stainless steel bed, 280 2 wheels new, 16k wheel, 1 spd with manual overdrive, low bar, good top, wheel bearing all replaced. New carpet, towed from Oregon has no rust. Must see to appreciate. All this for \$22,000 call 231-0738 if not home keep trying.

**'75 DATSUN 280Z** — stainless body ext. black interior, 500, original paint, runs great, automatic, very good all around condition. \$1200 contact Shana at 232-4304 or leave message at bus 6637.

**'79 PONTIAC LE-MANS** — AC, PS, PB, AM/FM cassette, very clean car, 100k miles. \$1,500 or best offer call 232-4344

**'76 FORD GRANADA** — 4-door, green, new battery, good car. \$900 or best offer call Mike at 788-4496.

**'70 FORD MAVERICK** — A/C, new radiator, AM/FM cassette with bench speakers, new air shocks, recent tune up. Best offer call Keith at 754-8165.

**'75 RED MG MIDGET** — Must See!!! Excellent condition in and out, too much to list. \$2000 Range 1-107 233-3351 anytime.

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**'79 INTERNATIONAL SCOUT II** — 4WD, recently well maintained, dependable transportation. \$600 call 782-4299.

**Motorcycles for sale**

**'85 HONDA XR 350** — Book value \$1,200 asking \$900 or best offer. Includes two full sized helmets, must make sale. Call Tom at 231-2090.

**'80 KAWASAKI 650 CB** — 2 helmets, runs great. Also \$1100 o.b.o. call 767-3482 or bus 4437 ask for Chris.

**'74 INTERNATIONAL 500** — 12,000 miles will sacrifice \$900. Includes helmet and foam padded luggage rack. Contact Ray at bus 3112 or call after 9 p.m. at 232-3667.

**'86 SUZUKI US-500S** — one of a kind black and red paint scheme, 4000 miles, 1 owner. Comes with 2 full-face full helmets, and full cover for bike. Asking \$2500 (or for more info call John, anytime day or night 257-5610).

**'80 KAWASAKI 75 LTD** — Run good, minor repair needed. \$500 call ext. 1221 or 232-5782 after dusk.

**'84 HONDA INTERCEPTOR** — Clean, always covered. Chrome bracket mount and original factory belly pan. New rear sport tire. \$500 miles, picture on bulletin board. \$1200 call Paul evenings 677-9373.

**'81 SUZUKI 180CC** — rebuilt engine, needs a little work on rear wheel assembly and chain 320 in parts. Must see \$300 call 232-3277.

**'74 HONDA CB 750** — Excellent condition with almost quality sidecar, lights and brakes. \$700 call daytime at 761-0077, ask for Merv.

**NICE ROC '8** FOR RENT — Lowest 2 miles from v.s. at 1000 adagio road. No late to use, fully furnished, available Dec. 15. \$177.50 a month (renter) double including gas 1/2 power bill. Contact Cones or David at 767-1027 or bus 3001.

**TWO FEMALE ROOMMATES NEEDED** — To share 2 bedrooms, 2 bath, modern with pool, sauna, tennis, on Halifax 350 ft. dock and security guard. Only \$150 1-1/2 utilities. Deposit required. Fresh at 232-6420 between 6 a.m. - 12 or 12am - 4 a.m. will take messages for Mary, Karen please.

**ROOMMATE WANTED** — Male or female to share spacious 4 bedroom house with fireplace and porch. Located beach side, one block from Super-X (Diamond) 1-1/2 miles. \$140 per month plus 1-1/2 utilities. Call 767-9497 or leave message at bus 1071.

**ROOMMATE WANTED** — Our room furnished with desk & queen size mattress (if wanted) located 1 1/2 miles from campus (10 mile walk or 2 min drive) \$142 per month 1/2 utilities, no deposits needed! Available between Dec. 10-May 1 call Tom at 232-7863 or bus 4148.

**miscellaneous for sale**

**ALL TERRAIN MOUNTAIN BIKE** (ATV) — New Mount Saint Helens, two months old. Cost \$334 selling for \$300 or best offer. Great bike, have books and life time warranty certificate. Contact A.J. bus 2175.

**TELESCOPE** — Sears 300X accessories, good condition. \$30 call 232-1974.

**17 FOOT AMP 'FORCES' CLASS SALVAGE** — Includes trailer and 94 sq. ft. of wall. Must come down for every storage. Asking \$800 o.b.o. If interested call Rick at 767-0999 after 6 pm or bus 4598.

**FOR SALE** — Four 15 1/2 X 8 in. Trans-Am HoneyComb style aluminum wheels, good condition, includes hub nuts asking \$300. If interested call Rick at 767-0999 or bus 6598.

**'80 KAWASAKI 400 JET SKI** — Great shape with vest and fire extinguisher with sale. \$1800 call Chris at 767-3488 or bus 4437.

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**CANON AE1 PROGRAM 35MM CAMERA** — Koolatron portable refrigerator runs 112 v.c. at 110 v.c. with converter. Also 12 5607 mobile house 2.3 miles from campus in nice park. Call Bobby Harris at 761-7997.

**FOX RX RADAR WARNING SYSTEM** — \$70 or best offer. Merry bought brand new \$750 no best offer. Call Dave at 756-3334 or bus 7514.

**AIRLINE TICKET** — Presidential Airlines, round trip from DAB to Washington D.C. Leaving Jan. 23, return via afternoon. Reg. \$188 must sell \$175. Contact A.J. at 231-4335 or bus 7713.

**SMITH CORONA TYPEWRITER** — student model, 2 years old excellent condition selling for \$30. Contact A.J. bus 2175.

**PROTECTION FROM POLICE** — RADAR — B.E.L. MICRO eye KSR 1.8 8451 longer range. Rank and track 1986. Full accessories. Full one year warranty. Cost \$249 selling for \$118 contact A.J. bus 2175.

**STEREO FOR SALE** — Top of the line 1986 Alpine car stereo 116d digital AM/FM cassette, was only used for 2 months. Paid \$300 new, asking \$225 or best offer. Call John anytime 237-5610.

**35MM CAMERA** — Mamiya v. 224X with 35mm and 10 mm lenses. \$100 call Tim at 461-867 after 6 pm or leave note at bus 6536.

**TELESCOPE** — Sears 300X accessories, good condition. \$30 call 232-1974.

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**AIWA T600 (WALKMAN) / AM/FM stereo radio cassette player.** Auto reverse, pause, Dolby, manual, sensitive tuner and tape ejection jacks. Call Lisa at 232-7878.

**FOR SALE** — Small refrigerator, must sell to make room for my furniture will take any reasonable offer. Call Dave at 756-0017, leave message with roommate.

**TECHNICS RECEIVER SA 202** — AM/FM. 360 resist speakers, stereo 1100's reg. \$180 price, \$75 for the pair

**PICK-IT PLINKY TOPPER** — 1982 blue fiberglass practice cap 60 X 72" short bed pickup truck. Best offer \$675 in 1983 ask \$400 or best offer. Call Dave at 232-7878.

**SURFBOARDS** — '82 Gordon and Smith, \$200. J.P. Randy Richardson Tri-Is. \$175. Both like new. 232-7399.

**miscellaneous**

**FLIGHT INSTRUCTION** — Private pilot, multi-engine, and multi-engine flight instruction. Biennial flight checks and high performance check outs. Large selection of aircraft available. Please contact Greg Paris at 767-4639.

**EPICOT AND DISNEY WORLD** — 1/2 price, no tricks, Saturdays and Sundays only. Groups of 3 or 4. Contact Dion bus 3023.

**IMMEDIATE OPENINGS** for sales positions, top quality internal products and start your own business. The 8 year old company is "oversee Living Products Inc. Call (904) 67-9500 for opportunities and details.

**FOUND** a delicious and cheese filled sub, this is not all bread. May be claimed at 604's Sub, 604 Brewer Rd. Open Mon-Fri 11-9, closed Sat and Sun. Call 756-4026 for fair pick up service.

**WANT TO LEARN TO FLY** — Professional flight training available immediately. No waiting at a reasonable rate. Call 761-6887 and ask for Tod.

**How about a quiet weekend on a secluded, "unspoiled" island?** I'm all yours. Muffy

**Dear Momma's** — Boy, I'd love to see you and dad! Call 232-0499.

**How about a quiet weekend on a secluded, "unspoiled" island?** I'm all yours. Muffy

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**WANTED** — Someone with knowledge of HP-11C financial calculator, will pay \$25 for help. Contact Mark at 788-3154 or bus 3680.

**WANTED** — Video tape of the Blue Angels to the music of Van Halen's Dreams, VH1. Call Mark at 232-0628. X-234 8 or 788-7183 after dark.

**Triad of all those broads!!!** Ready for a REAL date? Come to Kelly's Sub Shop, 661 Brewer Road. Open Mon-Fri 11-9, closed Sat and Sun. \$36.99/99 for fast service.

**Personals**

**Love, "oh"**  
You and Tina at the movies, eh? During the Rocky Horror Picture Show? Right now to me, baby? I don't believe it! I mean, when I taught you people that French phrase in the parking lot, I did it for you two to act it out in the movie by the way, during that scene did the get you?

**Cap. Crash**

**I could find steady in bed with you.**  
And, as I'm sure you know, you can have my poppicle anytime, sugar.

**Cap. Crash**

**Sabb,**  
You look great in that Air Force uniform of yours! If you came up with anything better for me to do with my spare time??? Let me know when you do. Love ya.  
Matt-Pan

**To AMB 834 229,**  
Take a chill pill god? Don't worry about attaching urine, college life is supposed to be fun. Enjoy it while you can and LIGHTEN UP!!! Oh yeah, I can't admit what's not there.

**Miss K.S.**

**Hey Bob!**  
I called cleaner with cleaner and received cleaner, then as I was climbing through 500 in a staff meeting, I thought "I'm so happy" this quote is not alone.

**Dear Momma's** — Boy, I'd love to see you and dad! Call 232-0499.

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**WE BUY USED ALBUMS, CD's & CASSETTES**

Check Out Our Low Prices

Used CD's \$9.99 Ask For Details!	Manufacturers Suggested Retail	OUR LOW PRICE
COMPLETE RECORD & TAPE STORE	\$8.99.....	\$7.49
138 Volusia Ave.	\$5.99.....	\$4.99
1/2 Block West of Beach Street	\$6.99.....	\$5.99
Downtown Daytona Beach	\$10.99.....	\$7.99
	\$11.99.....	\$8.99

**BLANK TAPES**

TDK SA 90 Min. \$2.49 each 2 Pack \$4.99  
 TDK SA 60 Min. — \$3.99 each  
 YDK SA 60 Min. — \$1.99 each  
 Maxell UDXL II 90 Min. — \$2.99 each 2 Pack \$4.99  
 Maxell XL IIS 90 Min. — \$3.99

**BUCK'S**

AREA'S LARGEST FIREARM DEALER

EVERYTHING FOR THE SPORTSMAN & HUNTER

NEW USED BUY SELL TRADE

**BUCK'S GUN RACK**

9mm AMMO SALE \$8.95  
 only Box of 50

**MINIATURE FLASHLIGHT MINI MAG LITE**

- Up to 2000' brighter than ordinary penlight
- Indestructible Machined Aluminum Frame
- Waterproof to 277 feet
- Spot or Flood Adjustable Beam
- Limited Lifetime Warranty
- High Brightness Air Gas Lamp
- Mirror Finish Reflector
- Durable Anodized Finish
- Spare Lamp Included
- Lanyard Ready Tail Cap

Perfect for night pre-flight checks & isolated cockpit illumination.

**All Major Brands Of Firearms And Accessories**

LOCATED AT  
**607 VOLUSIA AVE. (US 92) • DAYTONA**

Monday-Saturday 10 a.m. until 5:30 p.m.  
 CHILDS WELCOME **252-8471** FREE LAYAWAY

**WE BUY USED ALBUMS, CD's & CASSETTES**

Check Out Our Low Prices

Trade 2 used CD's for 1 new CD

Used CD's \$9.99 Ask For Details!

**COMPLETE RECORD & TAPE STORE**

138 Volusia Ave.  
 1/2 Block West of Beach Street  
 Downtown Daytona Beach

**HOURS**  
 Monday-Saturday 9 AM-6 PM  
 Sunday Noon-5:00 PM

**BLANK TAPES**

TDK SA 90 Min. \$2.49 each 2 Pack \$4.99  
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Monday-Saturday 10 a.m. until 5:30 p.m.  
 CHILDS WELCOME **252-8471** FREE LAYAWAY

Hey Sam,  
"Oh, I got to go get my laundry!"  
"You're sitting on top of them on the bed?"  
Love ya,  
Half-Pin

Hey Student Marcs,  
No one likes you so why don't you stop  
harassing us students and D.D.  
Ceebol

Hey you with the cream Alfa-Romero,  
I think that you are the best looking girl  
on campus. I see the real TOP GUN,  
ditch the rookie and fly with me.  
Love,  
Half-Pin

Jan,  
Wow!!! What a comment! Guess idea  
about? You were HOT!!!  
Love ya,  
Half-Pin

P.S. Thanks for getting me WET!!

Brianan Man,  
Monday night was a little painful, but  
not too bad. I have to say this, but I think  
I'm falling for you—big time. Just  
remember...no number or food supplies  
(yet)!!  
No Douches

Dear S.E. & J.W.,  
Thanks for being our favorite faces on  
page 3 of the AVION Oct. 22. When can  
we meet overcamping?  
Love,  
All the Guys over at AMT

Miss Shippy,  
Do you believe we actually did it?  
D.C., that is. Top of the tower will never  
be forgotten. Branch? At the club?  
Airline. The Little House and Broom is  
calling. It's only just begun. I'm on a  
boat. Am I alone?  
Mr. Shippy

Mr. and Mrs. BIF,  
Here's the note you've been awaiting.  
BIF, thanks again for the pre-interview  
advice and info. It sure helped ease the  
jitters and give me the inside track. We'll  
have to figure out some suitable  
remuneration Mrs. BIF, how does it feel  
to be flying a plane that is older than you  
are? I could be seeing you folks soon.  
Take care,  
Elwood

Vampire,  
The days in the murky waters of the  
Black Lagoon and the night in the Porten-  
don Forest

# HIJACK

(continued from page 1)  
we realized the event had been big  
news in America.

The Pakistan newspapers at  
first published highly erroneous  
reports of the event. They  
reported that Pakistani commandos  
had advanced "inch by inch" and  
"stormed the airplane." Actually,  
they had been training. For it  
throughout the day of the hijacking  
and probably they wished that they  
had been able to storm it.

The night after the shooting,  
Prime Minister Junjo made a  
speech on Pakistani television,  
which I saw, in which he said that  
because the shooting began, Pakistan  
forces were compelled to rush in to  
release the passengers. He must have  
received accounts from his military  
people who were over zealous  
about what they were going to do and  
reported as if it had been done  
before! None of the escapees saw  
any commandos anywhere near the  
airplane when they came down.

A newspaper from India  
reported that next day that 100  
reporters had been sent to see the  
reports have been set right by

the investigations carried on by  
the pressmen who went there to  
cover the event. One is made to  
appreciate the role of a free press  
which is not satisfied by hearsay  
of Government handouts, but which  
dig for the truth. On the whole  
though, the Pakistan authorities  
were extremely cooperative, both  
throughout the day of captivity and  
after the shooting. The U.S. Govern-  
ment commended them for this.

Pan Am was also extremely  
helpful all along by providing us  
all with food for two nights,  
food, a cell home, a special plane  
to take us to Frankfurt and New  
York and special representatives to  
meet us.

I was personally met not only  
in Frankfurt, but also in Munich  
airport where my wife and children  
were waiting. One of my checked  
bags was lost, and Pan Am made  
special and frantic efforts to  
locate it finally finding it in Karachi.  
I regret that though Pan Am is  
undergoing great financial difficulties  
the company is forced to spend so  
much on security matters. One wonders  
how these airlines can also per-

form their business of transporting  
passengers.

## Ruminations

The hijackers accomplished  
nothing for their cause. In fact,  
none of the recent hijackings  
have accomplished anything that the  
hijackers had anticipated. One  
would think, reasonably, that this  
should be the last such hijacking  
and that people would see that such  
attempts bring nothing except bad  
feelings and even more antagonism  
against their cause. But people who  
commit such acts are not reasonable  
in the normal sense so in spite of  
the total failure of this hijacking  
attempt, we cannot predict that it  
will not happen again.

The hijackers were contradictory  
in their thinking. Mustafa said  
he didn't like Americans and was  
asking passengers where they were  
standing if they were Americans  
because he wanted to shoot them  
first. But at the same time he  
captured an American plane because  
he wanted to use American influence  
for his cause. But in fact America  
had nothing to do with the circum-

stances of this hijacking. He told  
the airport authorities he did not want  
any American commandos coming to  
the plane, yet he wanted American  
pilots to fly it to Cyprus.

This type of thinking comes  
from a sense of powerlessness and  
a great frustration in life. The  
people who commit these hijackings  
are mostly raised in a region of the  
world where as a youth one learns  
to hate one another and to hate  
others too. Thus, the Palestine  
problem, the Lebanon problem, the  
Iraq-Iran problem and other  
emirates persist year after year.  
This may not change until  
children are socialized differently  
and hate is not so strongly internalized.

This may also depend on  
greater female roles in public  
social affairs. Neither these  
changes in the behavior values,  
nor in the relative political and  
economic position of these people  
is likely to change much within  
a few decades.

Some people have asked me if  
this event changes my traveling  
plans and style. No, not at all.

Flying is still far safer than driving.  
I shall continue to patronize  
U.S. airlines because I think the  
dollars spent should flow back to  
the U.S. whenever possible.

Others have asked about  
psychological effects. On the flight  
from Karachi to Frankfurt most of  
us were obviously happy and  
relieved and I think most passengers  
managed quite well. A few seemed  
to have been in a bit of a state of  
shock right after the shooting. I  
felt especially sorry for the little  
children traveling alone.

For me, the matter is now  
history and that's that. However,  
last night, Sept. 10, I did keep  
awake for some time with the  
vivid scene in my mind of the  
commencement of the shooting. I  
did not expect at the time that the  
hijackers would really just shoot  
into the people, mostly Indians  
— and none of them with any  
connection to their "cause." But  
that is what they did.

That vivid scene, together with  
the surprise and the disappointment  
that it was possible for people  
to behave in such a way shall  
always remain with me.

## Air Science Department opens previously closed flight course

By Ron McCann  
Avion Staff Reporter

Flight slots were made available  
as the students already enrolled in  
FA 104 completed the course. Of  
these 100 slots, there are still  
fourteen available. Students who  
are interested in starting flight  
now should contact Pat O'Gara at  
extension 1340, or in his office  
D-208.

In order to begin FA 104 mid-  
term students must be enrolled in  
AS 150, have at least a 'B'  
average and three free con-  
secutive hours free daily.

Paul McDuffee encourages  
students to begin flight in the

middle of the tri. The course will  
be carried over to the Spring tri  
so students will not have to stay  
and complete the course over the  
winter break.

Mr. McDuffee also stated that  
to prevent a "big gulp" of  
students in the Fall of 1987, he is  
working with Admissions to put a  
cap on the number of students  
allowed to enter the Air Science  
program. He would also like to  
develop academic admissions  
standards rather than take  
students on a first come first  
serve basis. F 150, P 404

Through the efforts of Paul  
McDuffee, Chairman of Flight  
Technology, and the rest of the  
Flight Department, one hundred

## Gates Learjet Corp. scholarship fund

The Gates Learjet Corporation  
has endowed a perpetual scholar-  
ship fund at Embury-Riddle in the  
amount of \$25,000. The Tucson,  
Arizona firm has stipulated that  
the fund be named the John Win-  
nant Scholarship in honor of the  
retiring President of the National  
Business Aircraft Association.

The annual scholarship win-  
ner, to be selected from those  
enrolled in the Aeronautical  
Science of Aviation Business Ad-  
ministration, will be chosen by  
the university scholarship com-

mittee. Recipients will be a young  
man or woman who, in the judg-  
ment of the committee,  
demonstrates financial need and  
the potential for high academic  
achievement. The annual scholar-  
ship is expected to be about  
\$2,000.

John Winant was awarded an  
ERAU doctorate in Aviation  
Management in 1985 and the  
University's 1977 Gill Robb  
Wilson Award for his contribu-  
tions to aviation education.

# PHOENIX EAST AVIATION

## PHOENIX EAST AVIATION RENTAL RATES

### AIRCRAFT FOR RENT

Piper Tomahawk	
Cessna 150 (VFR)	
Cessna 152	
Cessna 172	
Cessna 172 RG (Cutlass)	(IFR, Complex)
Cessna 177 RG (Cardinal)	(IFR, Complex)
Piper Archer	(IFR)
Piper Arrow	(IFR, Complex)
Piper Seminole	(Multi-Engine)
Piper Twin Comanche	(Multi-Engine)
Cessna 402A	(Multi-Engine)
Navajo Chieftain	(Multi-Engine)

### SOLC WET RATES

\$ 27.00
\$ 30.00
\$ 33.00
\$ 45.00
\$ 55.00
\$ 55.00
\$ 52.00
\$ 59.00
\$ 110.00
\$ 60.00
\$ 230.00
\$ 250.00

- ★ Block Time Rates available on all aircraft ★
- ★ FAA Flight Examiner on Staff ★
- ★ FAA Writtens given 7 days a week ★

WITH THE PURCHASE OF ANY 10 HOUR BLOCK  
OF FLIGHT TIME RECEIVE A FREE RIDE IN A  
BOEING PT-17

THE PT-17 IS ALSO AVAILABLE FOR RENT

CALL 258-0703



## Avion Football Pool

Dash .690%	The Greek .730%
* Chicago	at Tampa Bay
* Cincinnati	at Houston
* LA Rams	at New Orleans
* Minnesota	at Detroit
* New England	at Indianapolis
* NY Jets	at Atlanta
* Pittsburgh	at Buffalo ✓
* Seattle	at Kansas City *
* Washington	at Green Bay
✓ LA Raiders	at Dallas
St. Louis	at San Francisco *
San Diego	at Denver *
* NY Giants	at Philly

Dash picks ✓ The Greek picks \*

**TIEBREAKER:** Predict the score of any one game above. List teams with score.

NAME:

ERAU BOX:

To enter this weeks Avion football pool, cut out this entry form and circle who you think will win the matchups above.

Deadline for entries will be Friday, Nov. 7, at 3 p.m. Entries can be dropped in the campus mail slot or brought to the Avion Sports Box.

A winner will be selected by the next issue. Winners are selected on the basis of the number of correct answers made on the entry form. Should a tie occur, the winner will be selected by the most accurate prediction of any game

listed. For instance, a person who guessed a score of 24-20, would have a total of 44 points. If the game score was 27-24 (a total of 51 points) a difference of 7 points exists. The closest score will be considered the prediction which comes the closest to both teams points.

The winner will receive "The Student's Guide to Campus Life at ERAU" by Bill Myers. One entry per person. Remember to select a winner for every game.

This weeks winner is Bob Forbeck with 10 out of 13 correct.

## ERAU Football

## Standings

"M" League			
	W	L	T
Bush Boys	5	0	0
Quebecers	4	1	0
Sick Fox	2	2	0
Daytona 4VERS	1	4	0
"A" League			
	W	L	T
Bombers	3	1	0
Wolf Pack	3	2	0
Windburners	4	1	0
Brew Crew	1	3	1
"Q" II's	2	3	0
Tailhookers	2	2	1
"R" League			
	W	L	T
Alpha Eta Rho	5	1	0
Sigma Pi	5	0	0
Delta Chi	4	1	0
O.F.W.'s	2	3	0
Sigma Chi	1	2	1
Vets Club	1	4	1
Lambda Chi	1	4	0
"G" League			
	W	L	T
P.T. Pumpers	4	1	0
Sieve's Stallions	3	2	0
Pine Lakers	3	1	1
Can't Be Stopped	2	3	0
Romero Babies	3	2	0
Nova Nine	1	1	1
The Dogs	2	3	0
12 Faces of Death	0	4	0



The quality and excitement of Embry-Riddle's intramural football continues to increase even though the season is beginning to wind down.

## DBCC soccer team downed by Embry-Riddle's club

By Jason Mikulak  
Club Writer

The ERAU soccer club recorded its second victory Wednesday, Oct. 22. The Eagles beat Daytona Beach Community College by a score of 7-5.

In the first half the Eagles played a strong defensive game, only allowing DBCC to score once while scoring 5 against them. ERAU controlled the field

with accurate passing and smart play. With a 5-1 second half DBCC mounted a comeback.

DBCC to score once more. The Eagles however, scored 2 more goals to insure the win.

Many scuffles broke out during the game due to dirty play of DBCC. One player, Jason Mikulak was kicked in the face while attempting to head the ball. Other players received smaller injuries. The game was called early to prevent any fights. Despite the dirty play of DBCC, ERAU was able to play well enough and control the ball to win and up their record to 2-wins and 2-losses.

**Many scuffles broke out during the game due to dirty play of DBCC.**

scoring 3 quick goals. With center back Brian Mondell now in goal, the Eagle defense seemed to be lost on the field. Soon they regained form and only allowed

ERAU had a balanced attack receiving 2 goals from Matt Verghese, Mohammed Alshahrani, and John Rathman. Dave Ondra had the remaining

ner will be selected by the next issue. Winners are selected on the basis of the number of correct answers made on the entry form. Should a tie occur, the winner will be selected by the most accurate prediction of any game listed. For instance, a person who guessed a score of 24-20, would have a total of 44 points. If the game score was 27-24 (a total of 51 points) a difference of 7 points exists. The closest score will be considered the prediction which comes the closest to both teams points. The winner will receive "The Student's Guide to Campus Life at ERAU" by Bill Myers. One entry per person. Remember to select a winner for every game. This weeks winner is Bob Forbeck with 10 out of 13 correct. The ERAU soccer club recorded its second victory Wednesday, Oct. 22. The Eagles beat Daytona Beach Community College by a score of 7-5. In the first half the Eagles played a strong defensive game, only allowing DBCC to score once while scoring 5 against them. ERAU controlled the field with accurate passing and smart play. With a 5-1 second half DBCC mounted a comeback. DBCC to score once more. The Eagles however, scored 2 more goals to insure the win. Many scuffles broke out during the game due to dirty play of DBCC. One player, Jason Mikulak was kicked in the face while attempting to head the ball. Other players received smaller injuries. The game was called early to prevent any fights. Despite the dirty play of DBCC, ERAU was able to play well enough and control the ball to win and up their record to 2-wins and 2-losses.

# 701 South

## As always, there is NEVER an admission fee for Riddle students! \*

**TUESDAY NIGHT IS COLLEGE AND FRATERNITY NIGHT AT 701 SOUTH MAX HEADROOM T-SHIRTS AND 16oz. ERAU BEER MUGS WILL BE GIVEN AWAY COME PARTY 701**

**Cleared for the approach!**

**MONDAY - ATTENTION DAYTONA'S HOTTEST DANCERS 701 SOUTH IS LOOKING FOR YOU! MONDAY NIGHT IS HAWAIIAN TROPIC DANCE CONTEST NIGHT WITH FREE DRINKS FROM 9PM TO 12AM**

**TUESDAY - COLLEGE, FRAT AND NEW AGE MUSIC NIGHT! FREE ERAU 16oz BEER MUG AT THE DOOR TO ALL STUDENTS WITH VALID ERAU ID! BRING MUG WITH YOU ANY NIGHT AND FILL IT WITH HEINEKEN DRAFT FOR A BUCK!**

**THURSDAY - HAWAIIAN TROPIC UNKNOWN BIKINI CONTEST! ALL CONTESTANTS RECEIVE FREE HAWAIIAN TROPIC BIKINIS AND THE WINNERS RECEIVE CASH PRIZES!**

**FRIDAY - DRINK TWO FOR ONE DRINKS AND THROW PIES AT YOUR FAVORITE BAR EMPLOYEE! BUY A PIL FOR 5 BUCKS PROCEEDS TO HELP BUST MULTIPLE SCLEROSIS**

**SATURDAY - TWO FOR ONE DRINKS! SUNDAY - SUNDAY BLOODY SUNDAY. NEW WAVE PROGRESSIVE MUSIC! 2 FOR 1 DRINKS AND HEINEKENS FOR A BUCK!**

**EVERY SUNDAY COMES SUNDAY BLOODY SUNDAY COME HEAR NEW WAVE PROGRESSIVE MUSIC COME DRINK HEINEKENS FOR A BUCK ALWAYS 2 FOR 1 DRINKS AT 701 SOUTH COME PARTY 701**

**\*Except free drink nights**

**701 South Atlantic Avenue, Daytona Beach**

**255-8431**